

FIG. 1

T1 CC-DUTY-CYCLE AND
CONGESTION-LEVEL SETTING TABLE

CC OCCUPANCY RATE	CC-OCCUPANCY RATE ASSOCIATED CONGESTION LEVELS
CC 60%	LEVEL 1
CC 70%	LEVEL 2
CC 80%	LEVEL 3
CC 90%	LEVEL 4

FIG. 2

T2
RESPONSE-TIME AND
CONGESTION-LEVEL SETTING TABLE

RESPONSE TIME	RESPONSE-TIME ASSOCIATED CONGESTION LEVELS
5 sec	LEVEL 1
7 sec	LEVEL 2
9 sec	LEVEL 3
15 sec	LEVEL 4

FIG. 3

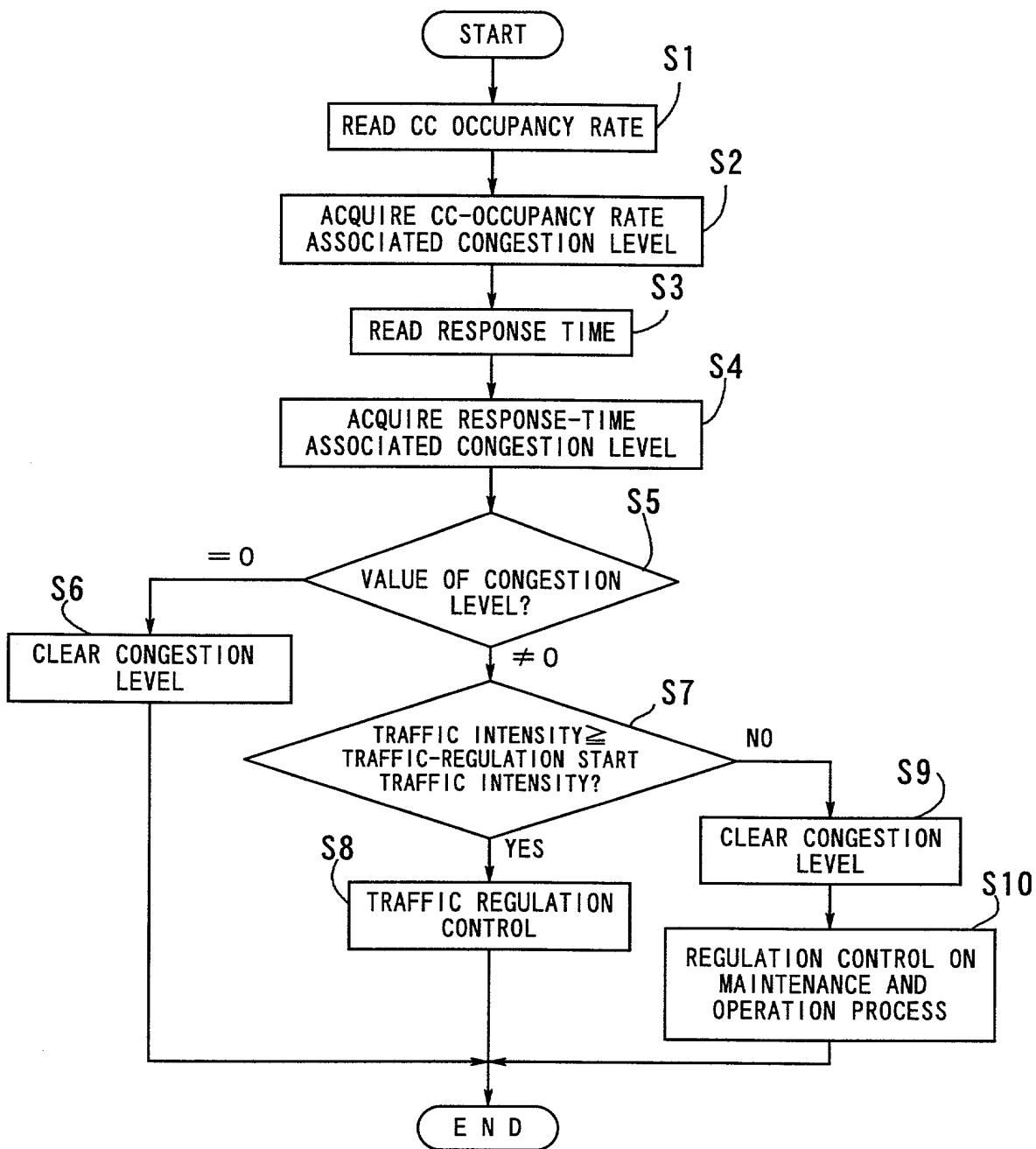


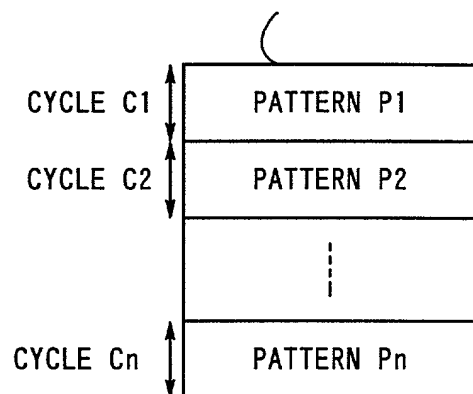
FIG. 4

T3 NUMBER-OF-REGULATION-TARGET TABLE

CONGESTION LEVEL	NUMBER OF STATIONS TO BE REGULATED
1	25
2	50
3	75
4	100

FIG. 5

T4 REGULATION PATTERN SELECTION TABLE



The diagram shows a table with four rows. The first row is labeled 'CYCLE C1' on the left, with a double-headed vertical arrow pointing to the first row of the table. The second row is labeled 'CYCLE C2' on the left, with a double-headed vertical arrow pointing to the second row of the table. The third row contains three vertical dots, indicating continuation. The fourth row is labeled 'CYCLE Cn' on the left, with a double-headed vertical arrow pointing to the fourth row of the table. A curved line is drawn above the table, starting from the left and ending above the first row.

PATTERN P1
PATTERN P2
⋮
PATTERN Pn

FIG. 6

T5 ORDER-OF REGULATION -TARGETS TABLE

PATTERN P1

SENDER NUMBER #1
SENDER NUMBER #3
SENDER NUMBER #4
⋮
SENDER NUMBER #m

PATTERN Pn

SENDER NUMBER #2
SENDER NUMBER #7
SENDER NUMBER #4
⋮
SENDER NUMBER #n

FIG. 7

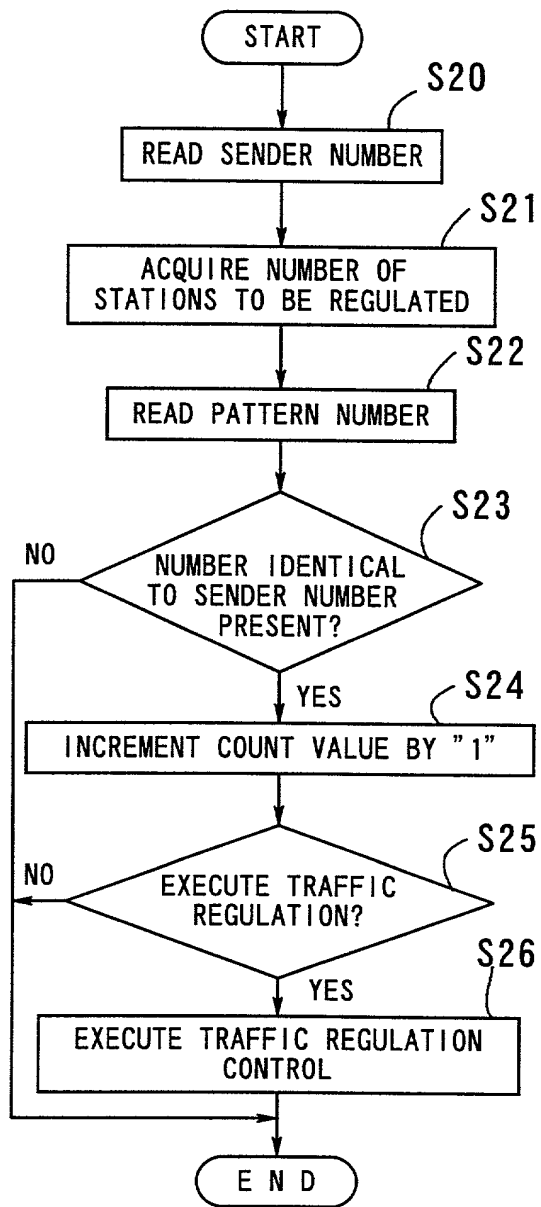


FIG. 8

REGULATION RATIO	25%				50%				75%				100%			
QUOTIENT OF COUNT VALUE ÷ 4	≤ 250				250 ~ 500				501 ~ 750				≥ 751			
REMAINDER OF COUNTER VALUE ÷ 4	0	1	2	3	0	1	2	3	0	1	2	3	0	1	2	3
TRAFFIC REGULATION	○	○	○	×	○	×	○	×	○	×	×	×	×	×	×	×

○ : NO REGULATION
× : REGULATION

FIG. 9

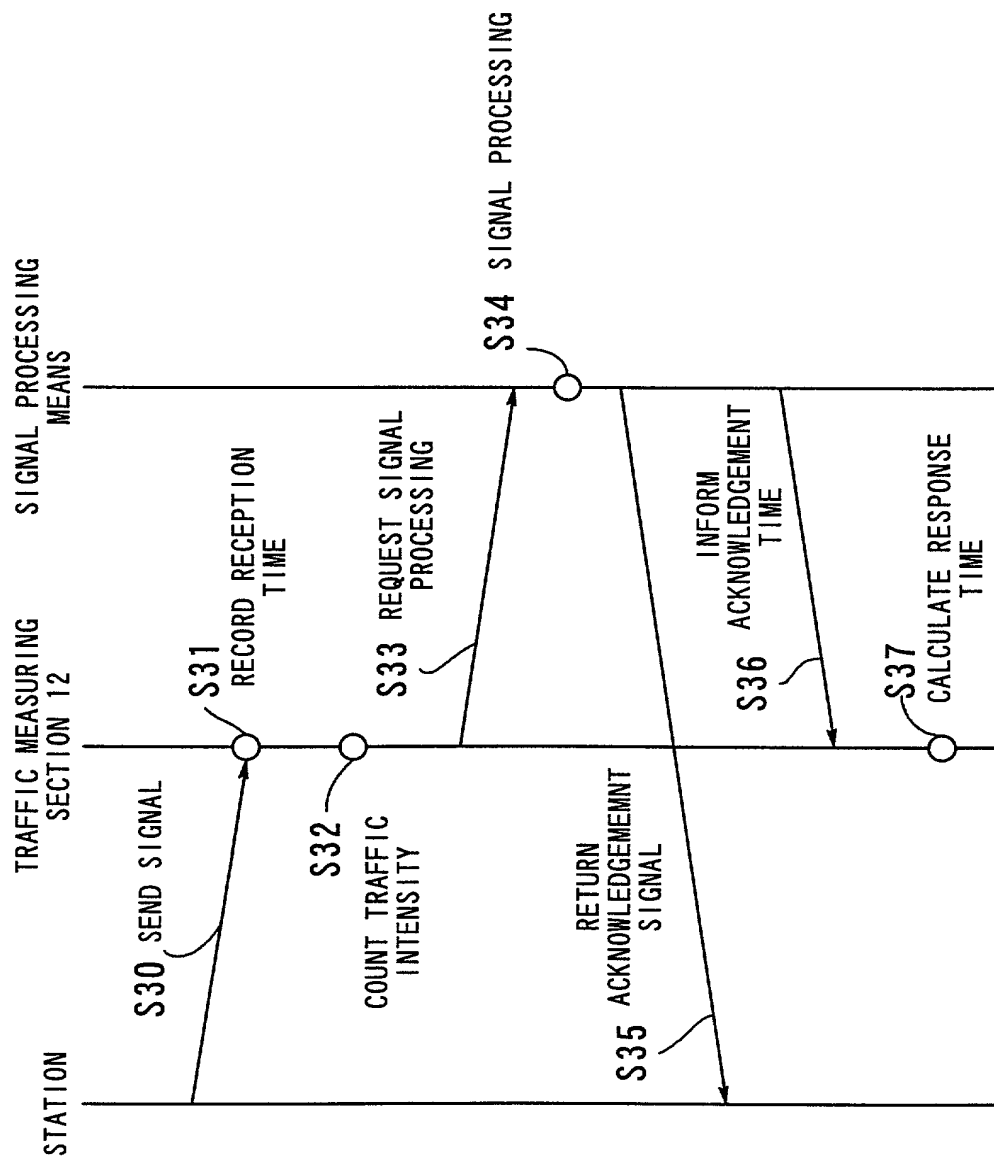


FIG. 10

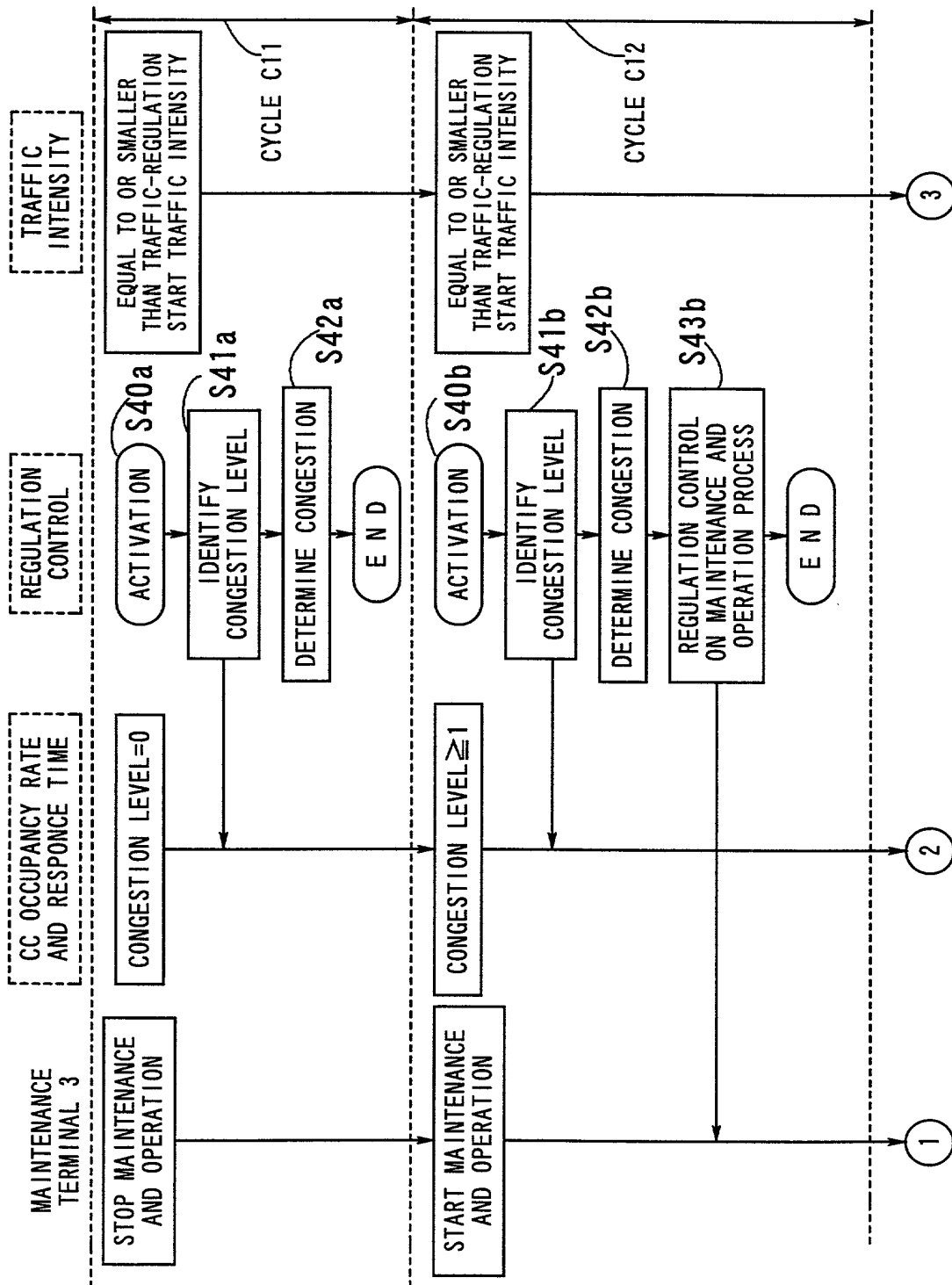


FIG. 11

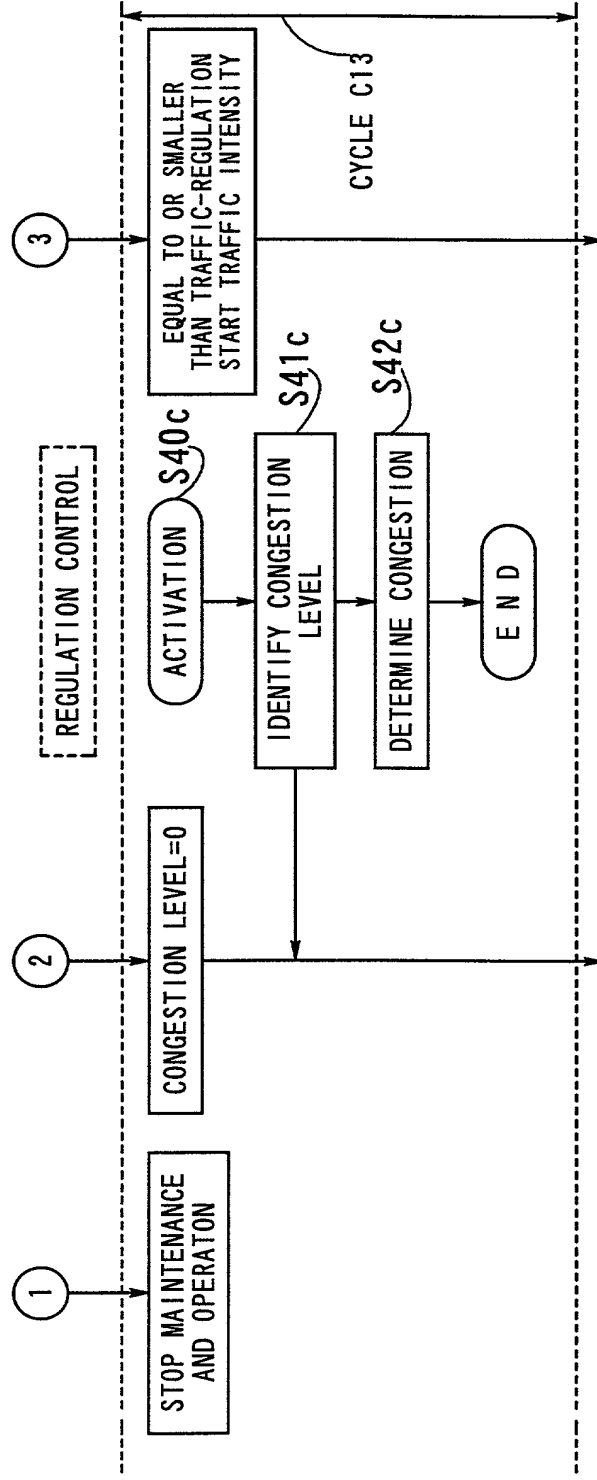


FIG. 12

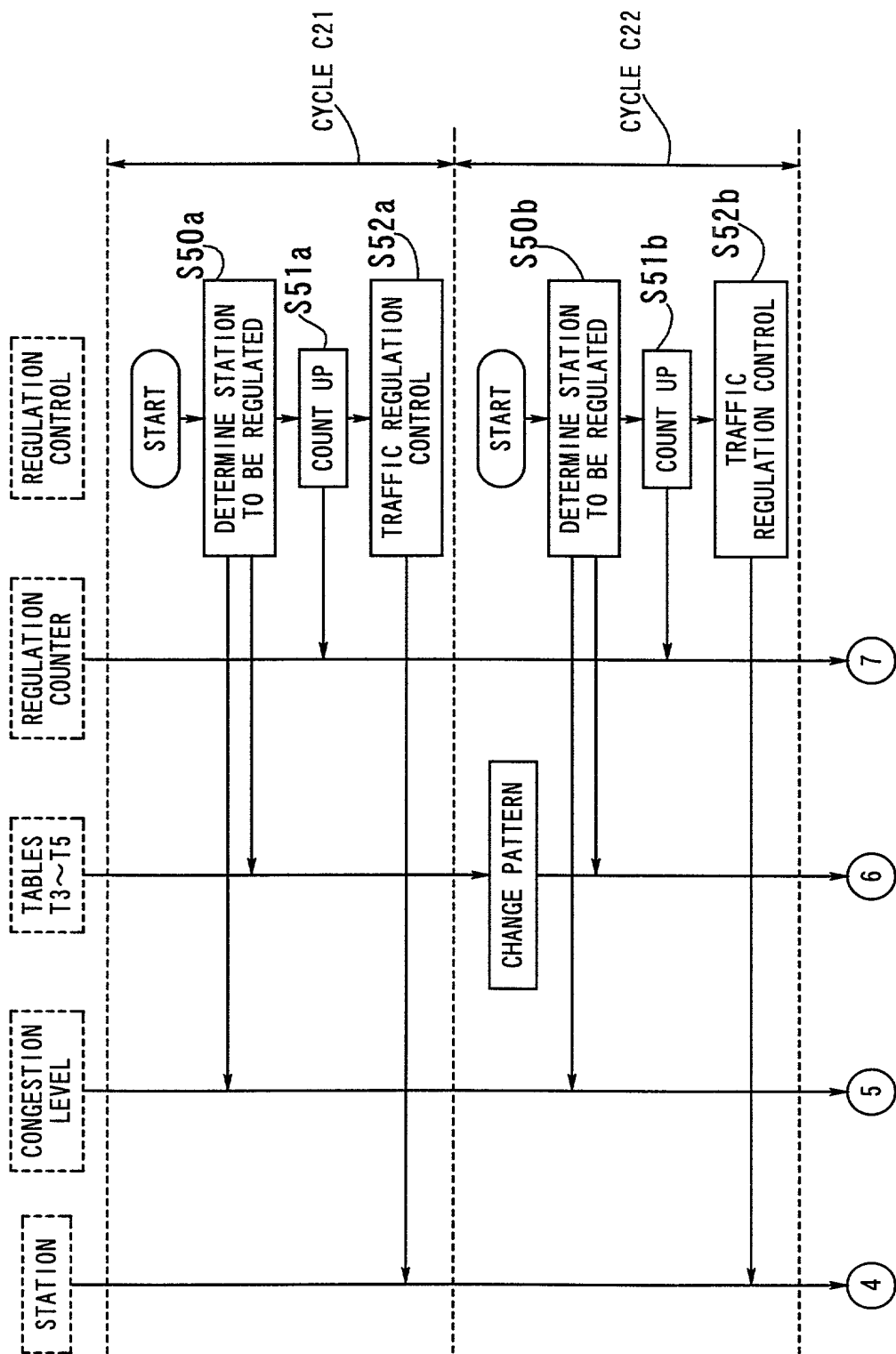


FIG. 13

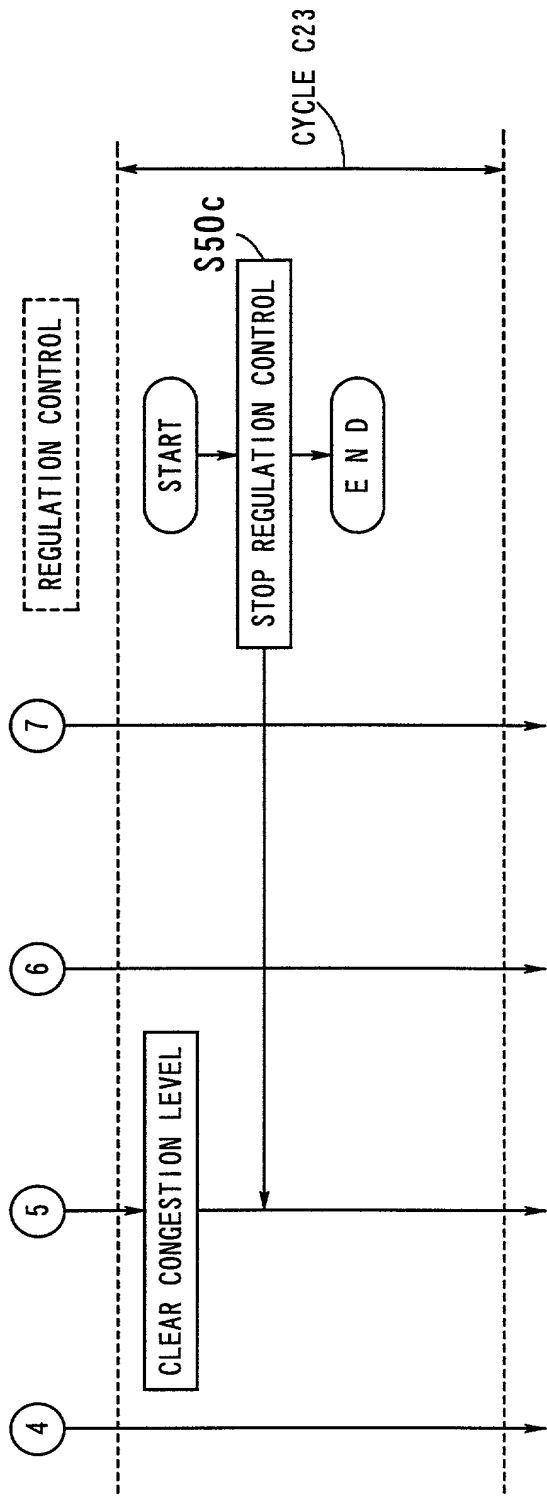


FIG. 14

1 COMMUNICATION APPARATUS

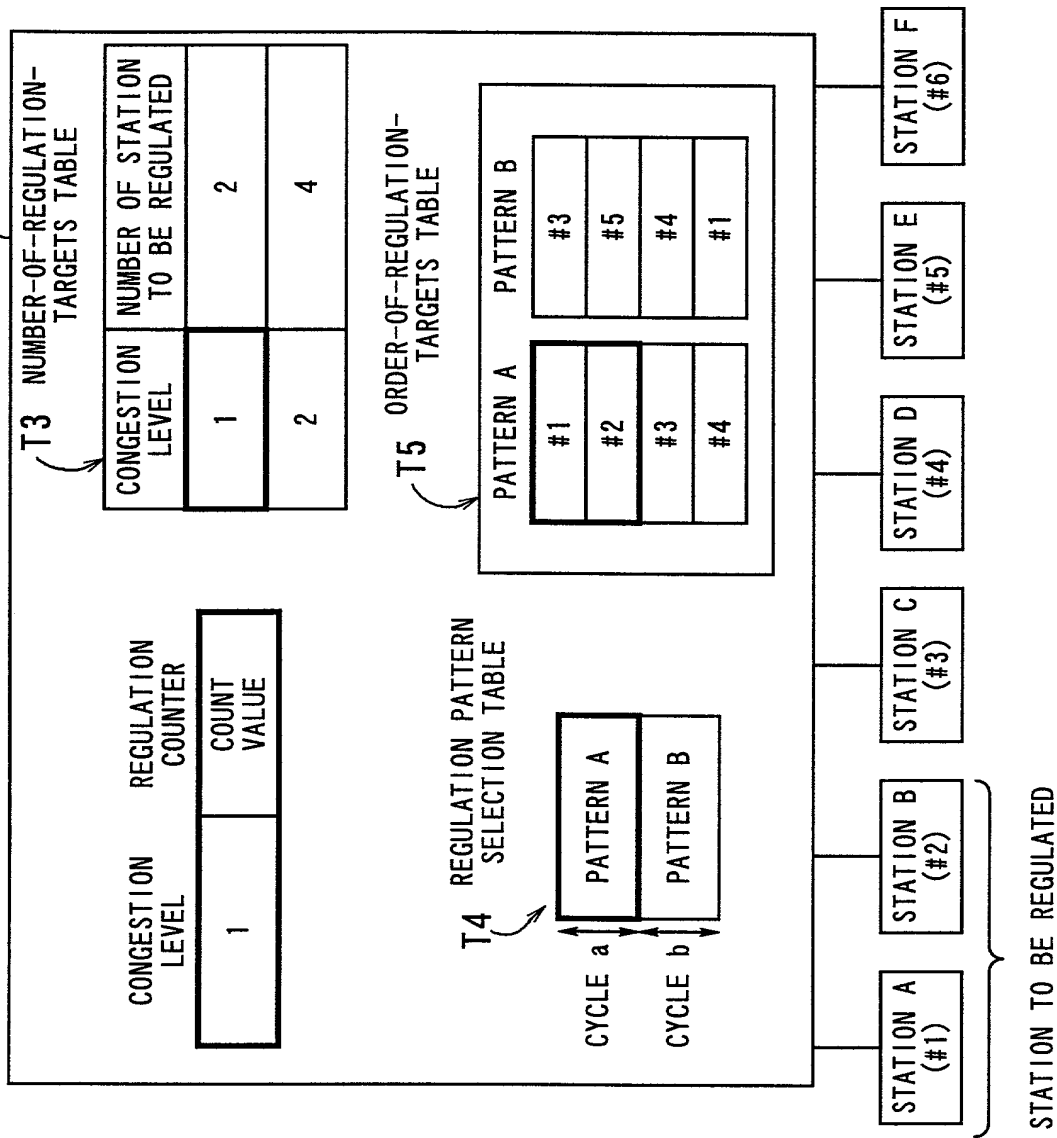


FIG. 15

1 COMMUNICATION APPARATUS

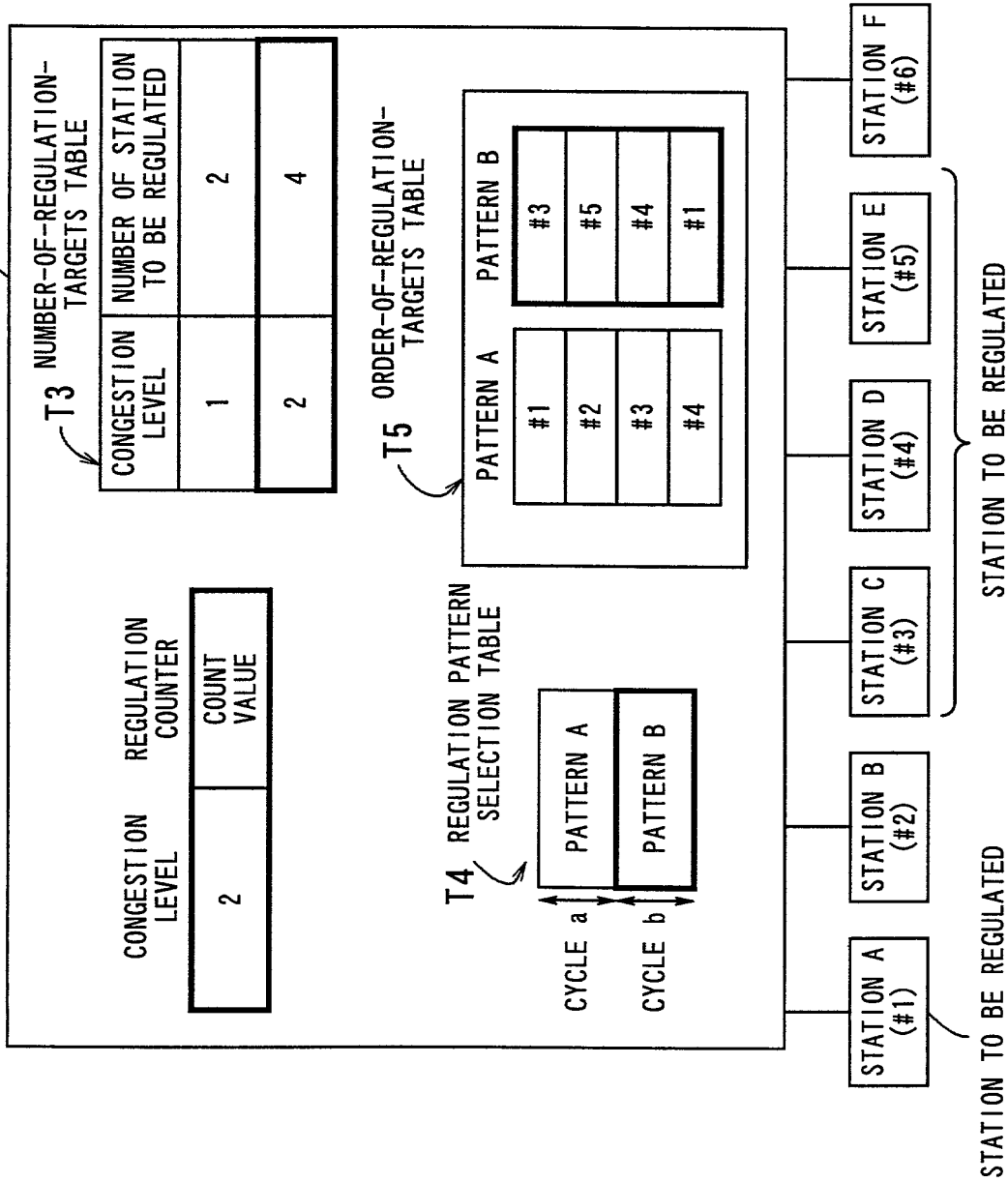


FIG. 16

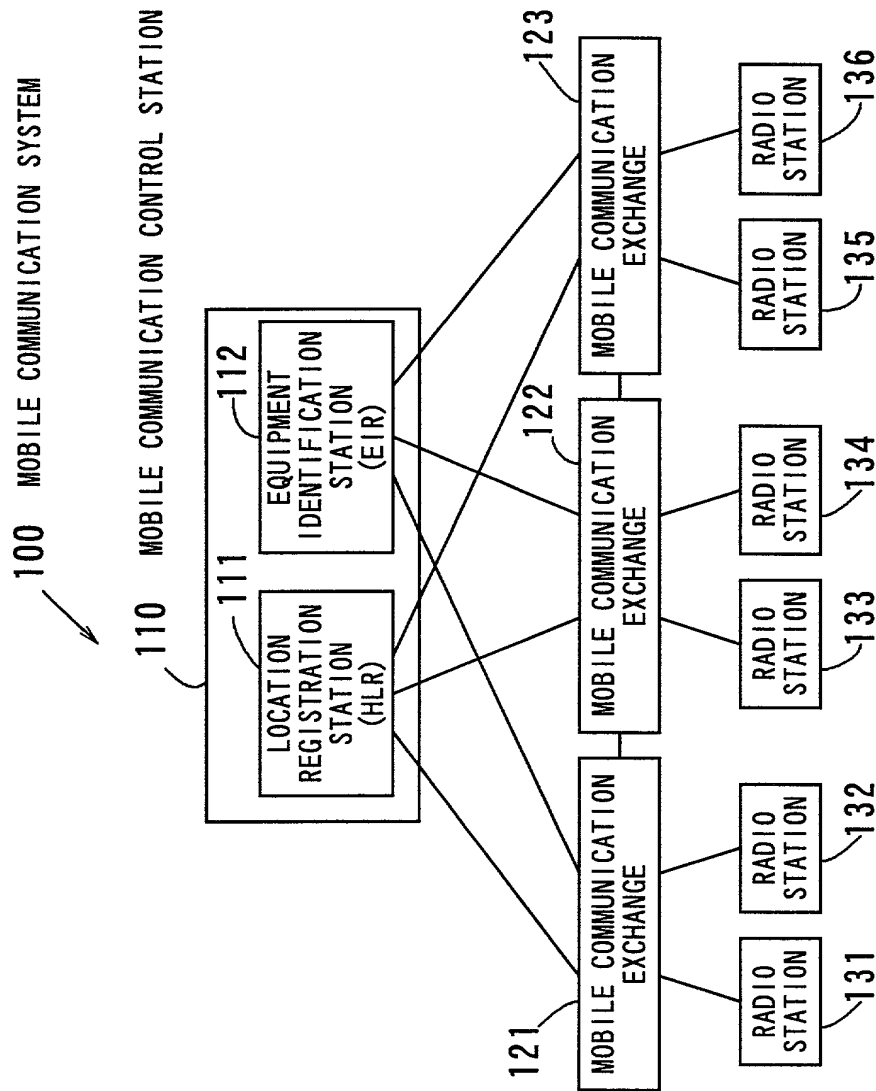


FIG. 17

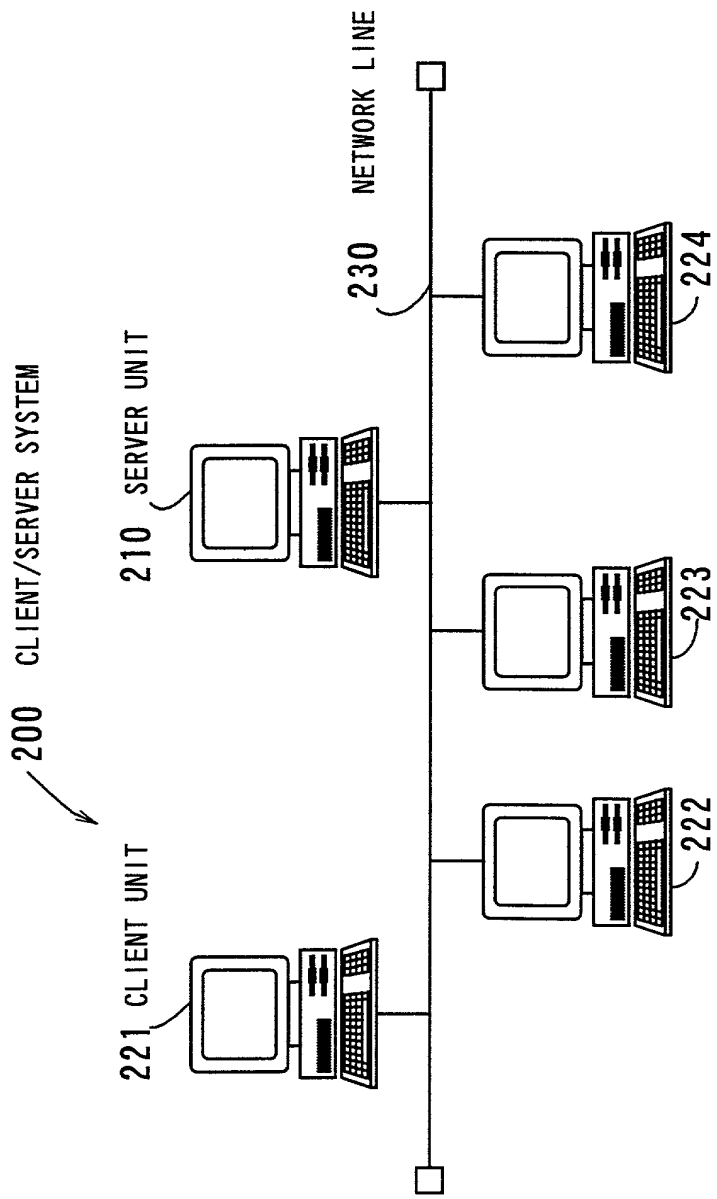


FIG. 18

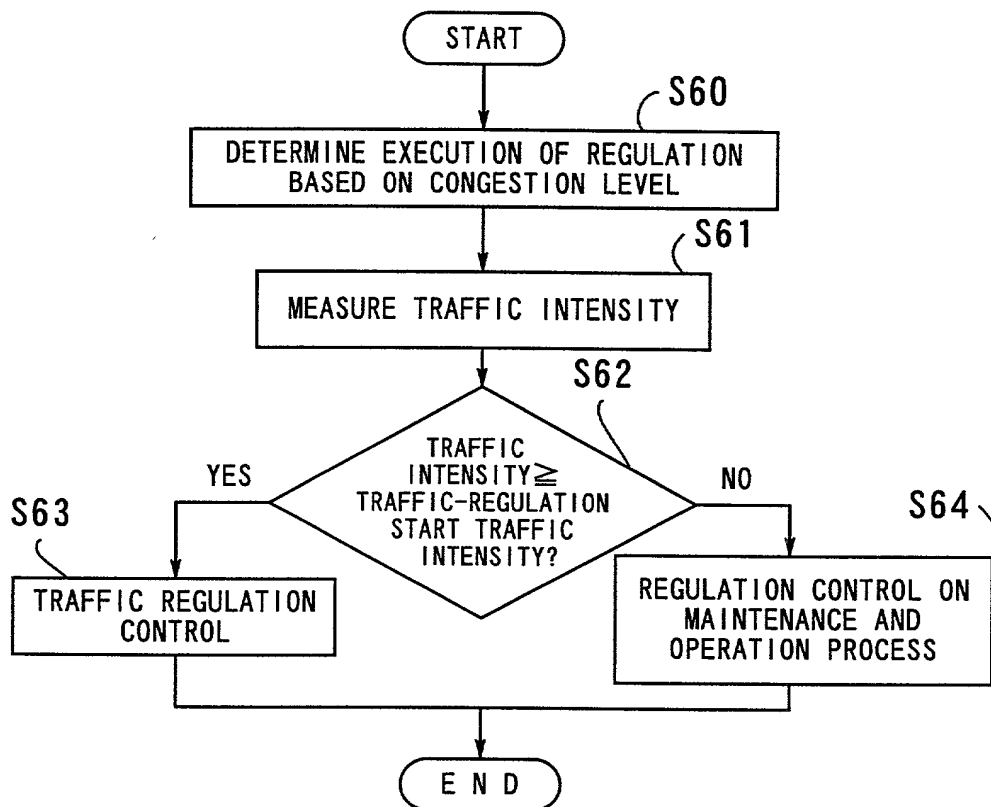


FIG. 19